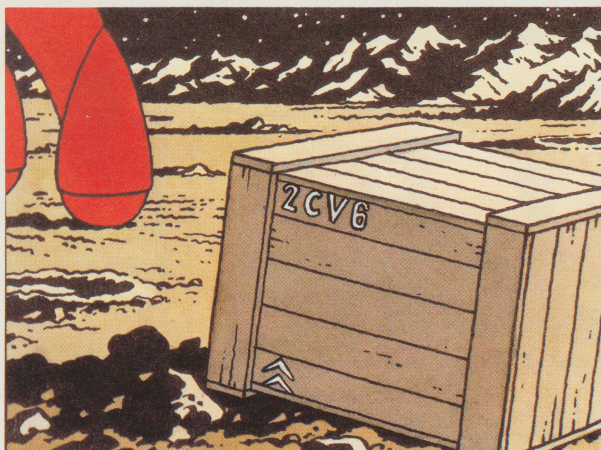
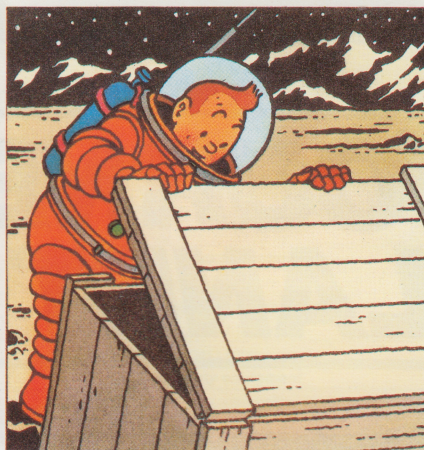


JOURNEY TO PLANET 2CV6

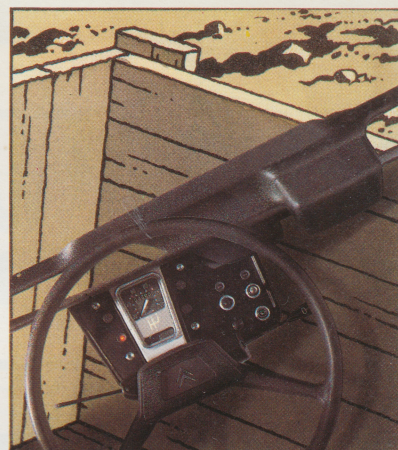




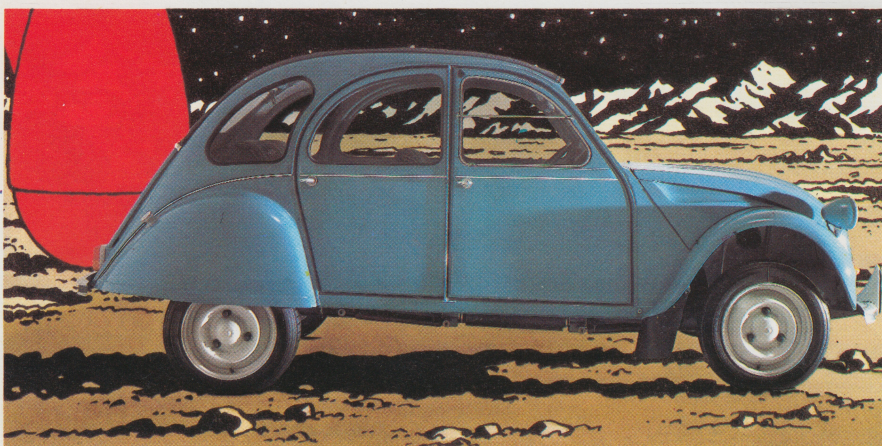
THE ENDURING 2CV REMAINS ONE OF THE LAST MYSTERIES OF THE AUTOMOTIVE WORLD



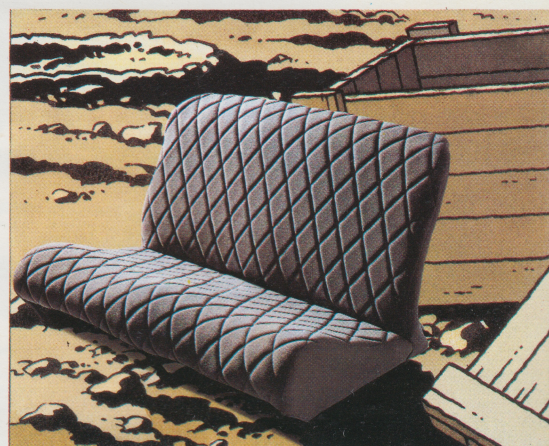
... BUT A CLOSER EXAMINATION WILL SHOW THAT THE SECRET OF THE 2CV IS THE EXCELLENCE OF ITS ORIGINAL CONCEPT, ITS CLEVER ENGINEERING AND IMPROVEMENTS INTRODUCED OVER THE YEARS



FOR INSTANCE, THE DASHBOARD OF THE 2CV6 SPECIAL MAY LOOK FUNNY BUT IT'S MORE THAN ADEQUATE



A 2CV'S TALL RIDE GIVES IT THE LAST LAUGH OFF THE ROAD. FRONT WHEEL DRIVE AND HIGH GROUND CLEARANCE MEAN A 2CV CAN BOLDLY GO WHERE OTHER CARS WOULD GET SOLIDLY STUCK.



CHARLESTON SEATS ARE LUXURIOUSLY PADDED. RECALLING A MORE GRACIOUS AGE IN MOTORING.

The 2CV continues to laugh at time and convention. Its enduring quality, a tribute to just how right it has always been, the 2CV continues to provoke an enthusiastic response. Only recently a review concluded: "Other cheap cars remind you of how little you get for your money, 2CV makes you think of how much". ("CAR" February 1983)

And although 2CV models seem to defy categorisation, they compare very practically with other cars in this price range.

The most obvious rival has only two doors against the 2CV's four – in fact the 2CV, when equipped with the larger boot opening (new option) offers five door versatility.

A 2CV seats four with plenty of headroom with a comfortable ride from its characteristically soft suspension.

A 2CV has the superior handling characteristics of front wheel drive. It has large 15" wheels and all independent suspension, which with its unique 'load-sharing' system minimises the tendency for the

wheels to spin in muddy or icy conditions.

In short, a 2CV really doesn't have any rivals.

PUT YOUR FOOT DOWN AND GO

The air-cooled engine, though it has an unmistakable note of its own, is quiet from inside the car, smooth-running and low on vibration thanks to a balanced, opposed cylinder design. It takes 2CV models to over 70mph at which speed you can cruise comfortably all day – using very little fuel. You could take a 2CV touring – it's certainly got enough space.

With four adults inside there's almost 8 cu. ft. of room in the boot.

You can also remove the rear seats to give you twice as much

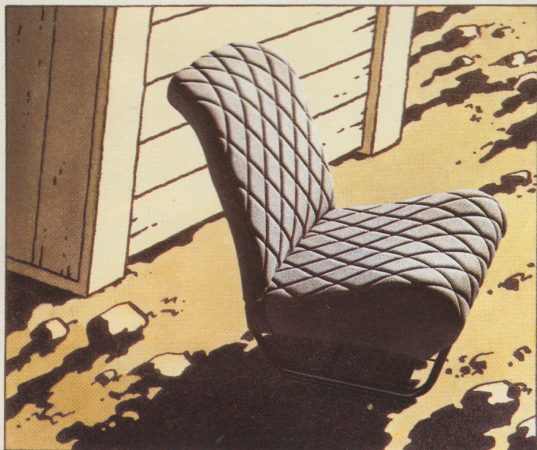
space. In fact, Charleston models let you remove all the passenger seats to accommodate really long loads – the floor space is almost flat thanks to the compact suspension assembly, front wheel drive and gearchange mounted under the dashboard. In all, 2CV is just about the most versatile car in production. As well as being a comfy 4-seater and a utility load carrier, it's also a convertible. The PVC roof can be folded back partially as a sunroof or can be opened fully for real wind-in-the-hair motoring.

AHEAD OF ITS TIME

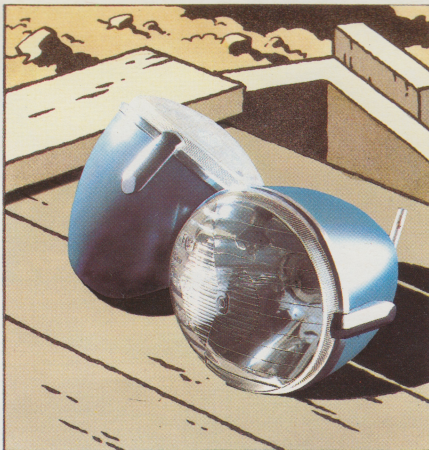
Many aspects of the original design seem to have anticipated present concern for economy, low servicing costs and active safety.

The choice of front wheel drive and a horizontally opposed

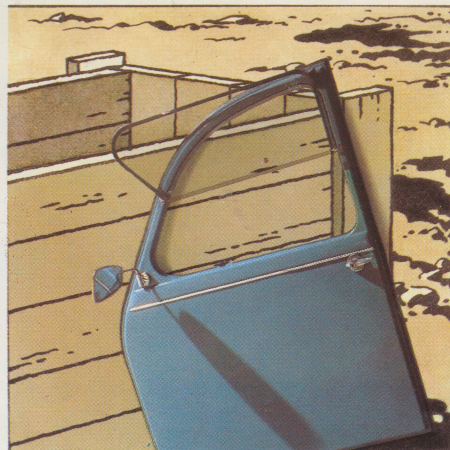
THE CARS THAT TIME FORGOT



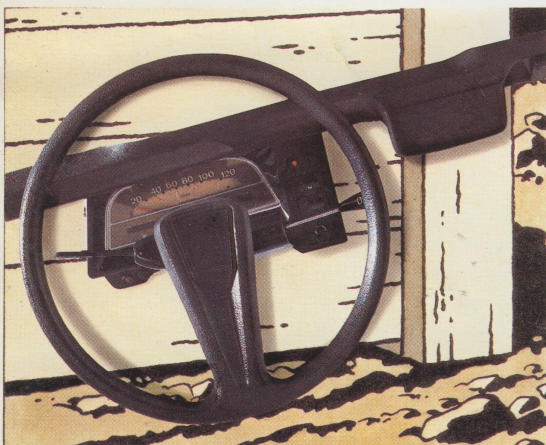
A 2CV MAY BE PRACTICAL BASIC TRANSPORT, BUT IT'S ALSO EXTREMELY COMFORTABLE. AGAIN, THIS IS DUE TO GOOD ENGINEERING AND SEAT DESIGN. ALL MODELS HAVE INDIVIDUAL FRONT SEATS.



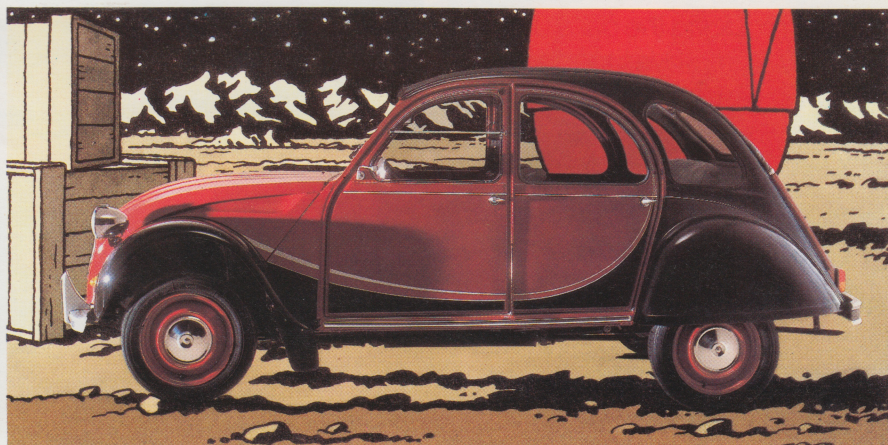
SERVICING IS SPEEDY AND COST-SAVING. MANY BODY PANELS, EVEN THE HEADLAMPS CAN BE REMOVED BY SIMPLY UNBOLTING THEM.



DOORS REMOVE EASILY TOO, BUT HAVE BURST-PROOF SAFETY LOCKS.



IF YOU INSIST ON MORE COMPREHENSIVE INSTRUMENTATION, CHOOSE A CHARLESTON.



BUT ABOVE ALL, A CHARLESTON IS UNMISTAKABLE IN ITS TWO-TONE COLOUR SCHEMES.

air-cooled engine produces a number of benefits.

The power unit is mounted well forward for good weight distribution and resulting directional stability, while its low height and lack of radiator gives a cleaner profile to the car and a low centre of gravity.

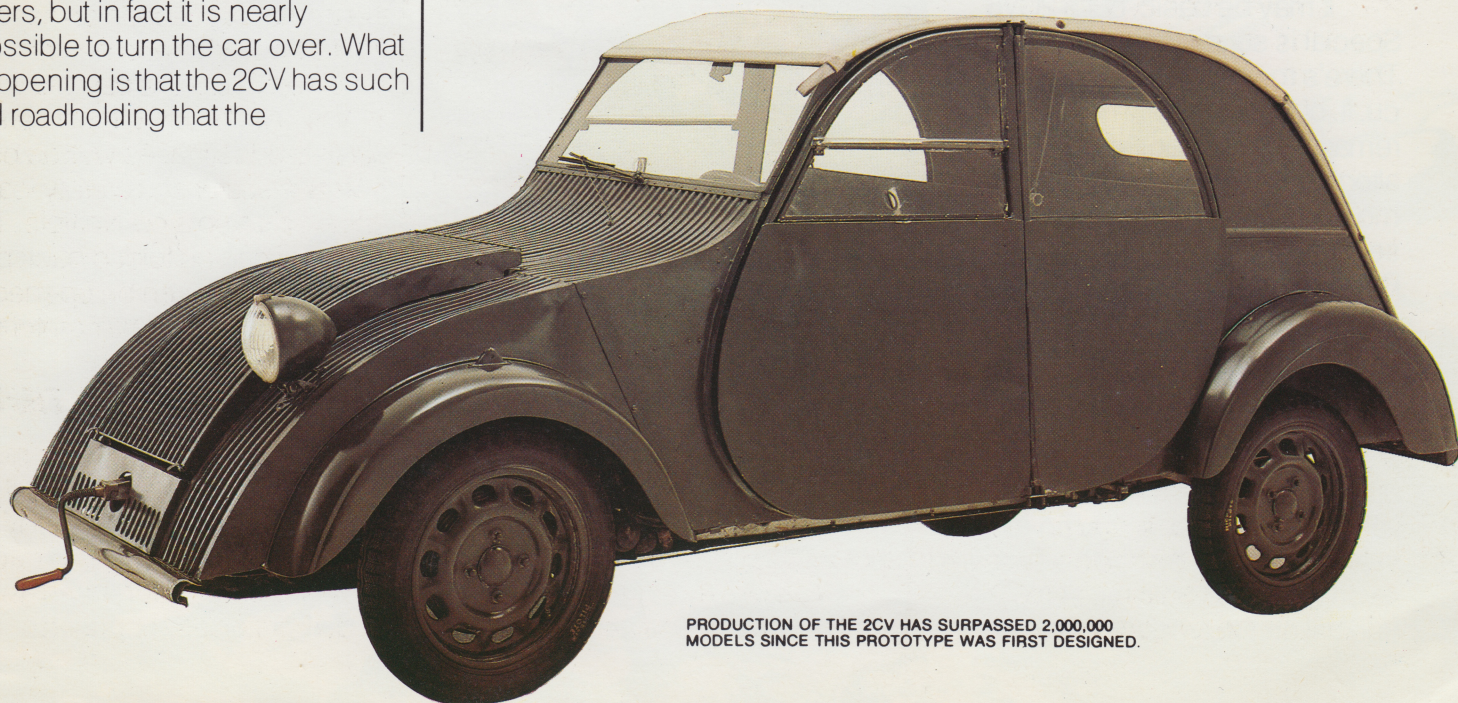
To other motorists a 2CV may appear to lean dramatically on corners, but in fact it is nearly impossible to turn the car over. What is happening is that the 2CV has such good roadholding that the

passengers remain safely anchored in their seats, even at fairly high cornering speeds.

Although it is more difficult to design, an air-cooled engine is considerably less complex in use. There's no water to freeze or boil over and fewer moving parts. The alloy engine in the 2CV takes this further;

both the distributor and separate mechanisms for driving the fan belt and the oil pump have been eliminated.

All parts of the engine are easily accessible.



PRODUCTION OF THE 2CV HAS SURPASSED 2,000,000 MODELS SINCE THIS PROTOTYPE WAS FIRST DESIGNED.

A 2CV TAKES GOOD CARE OF YOU

A 2CV has an ingenious suspension system which gives it a degree of comfort above any rivals. The suspension can be fairly soft because front and rear are connected by cylinders which convert movements that might otherwise cause the car to pitch, into more comfortable vertical movement. This also gives the car anti-dive braking which is again more comfortable and safer.

Front disc brakes are mounted inboard, reducing the car's unsprung weight. This improves roadholding and, while discs require less maintenance anyway, they are accessible without removing the wheels. Servicing and pad replacement take just 0.6 of an hour.

A 2CV may be light, but it is a safe car. The front of the bodyshell incorporates crumple zones that help decelerate the car on impact, reducing the forces upon the occupants.

2CV6 SPECIAL

It may be basic, but a 2CV6 Special is surprisingly comfortable. There's room for four adults and 7.8 cu. ft. of boot space. The car's remarkable suspension gives an altogether superior ride. Both 2CV6 models have a fully folding roof and separate cloth covered front seats. Passenger seats remove to give more load space. Engine is a highly developed 2 cylinder air-cooled unit of 602 cc giving fuel consumption as good as 52 mpg at a steady 56 mph.

The new enlarged boot opening, as illustrated opposite on a 2CV6 Club (which is now no longer available in the UK) can be specified as an option on both the 2CV6 Special and 2CV6 Charleston.







SIMPLE TO FIX

Accident damage can be less costly too because body panels can be replaced quickly and cheaply. Many simply unbolt using the starting handle – yes, a 2CV can still be started by hand!

Other aspects of the design appear even more clever the more

you understand them. The big narrow wheels look rather dated in this age of wide low profile tyres. But they offer low rolling resistance, saving fuel and wear. And they offer better grip in the wet or snow. The steering is by rack and pinion – introduced 35 years ago and far more positive than the systems still used in some small cars.

IT'S MORE FUN CHOOSING A 2CV

The 2CV comes in assorted flavours.

The 2CV6 Special features the original round headlamps and wonderfully archaic looking, though perfectly adequate, instrumentation.

And for a little more cash you



can cut a dash in the 2CV6 Charlestons with their plush cloth seats and "Roaring Twenties" colour schemes in maroon plus black or new two-tone grey.

Altogether this is a range of cars like no other – tough, practical, comfortable and inexpensive. In fact almost everything a modern motorist

needs, but which so few modern cars provide.

Which is why, love it or hate it, the 2CV just won't go away. And probably why it keeps its value so well too.

Shrewd, eh?

2CV6 CHARLESTON

Luxury padded seats, chrome

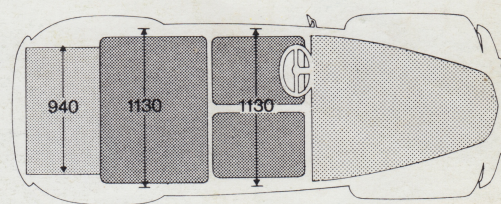
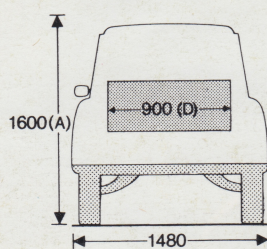
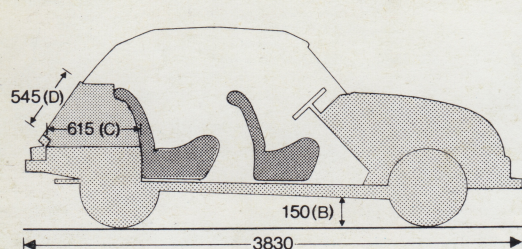
plated headlamps, stainless steel hub caps.

The Charleston has a roof cover that folds easily and quickly, from inside the car, and some extras like moulded interior door handles, interior lighting, courtesy mirror and twin sun-visors.

TECHNICAL SPECIFICATION

2 CV6 SPECIAL/2CV6 CHARLESTON	
Engine	
Number of cylinders	2
Cubic capacity	602cc
Bore and stroke	74 mm x 70 mm
Compression ratio	8.5:1
Horsepower	29 hp (DIN) @ 5750 rpm
Torque	29 ft/lbs (DIN) @ 3500 rpm
Cooling system	Air
Transmission	
Gearbox	Manual
Number of gears	Four forward gears, synchromesh (limited on first)
Clutch type	Single dry disc cable operated
Steering	
Type	Rack and pinion
Turns to lock	3.25
Turning circle between kerbs	35 ft 5 in
Brakes	
Hydraulically operated inboard discs at front. Outboard drums at rear. Parking brake acts on front wheels using separate pads	
Suspension	
All independent interconnected front to rear. Hydraulic shock absorbers.	
Tyres	125-15 X
Electrical Equipment	
Ignition type	Mechanical
Battery	12V 125/25 Ah
Alternator	390 watts
Interior Capacities	
Seating capacity	4 adults
Boot capacity	7.8 cu ft (220 dm ³)
Weights	
Kerb weight	1290 lbs (585 kg)
Payload/max load	760 lbs (345 kg)
Official Government test fuel consumption figures	
Urban cycle	41.5 mpg (6.8 L/100 km)
Constant 56 mph (90 km/h)	52.3 mpg (5.4 L/100 km)
Constant 75 mph (120 km/h)	Not tested
Fuel tank capacity	5.5 gallons (25 litres)
Performance	
Maximum speed	71.5 mph
Standing 400 m (secs)	22.7
Standing 1000 m (secs)	44.5
0-62 mph (100 km/h) (secs)	N/A

All measurements in millimetres



Measurements shown are for 2CV6 Special and 2CV6 Charleston without the option of the enlarged boot opening.

EQUIPMENT SPECIFICATION

	2CV6 SPECIAL	2CV6 CHARLESTON
Dashboard		
Total mileage recorder	○	○
Low battery charge warning light	—	○
Rear fog lamp warning light	○	○
Audible indicator warning	○	○
Low engine oil pressure warning light	○	○
Low brake fluid warning light	○	○
Warning light test button	○	○
Hazard warning lights	○	○
Driving safety equipment		
Inertia reel front seat belts	○	○
Rear fog lamp	○	○
Day/night rear view mirror	○	○
Internally adjustable headlamps	○	○
Rear belts	□	□
Comfort and trim		
Front air vents	○	○
Removable seats	○	○
Ashtray front	—	○
Courtesy mirror beneath front sun visor	—	○
Adjustable front sun visors	one	two
Interior courtesy light	—	○
Adjustable separate front seats	○	○
Seat upholstery	cloth	cloth
Sun roof	○	○
Enlarged boot opening	*	*

○ = Standard
□ = Accessory
* = Option to special order

A Empty
B Loaded
C Floor Length
D Door Opening

NOTE: This brochure is intended to show the general appearance of 2CV6 cars. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st February 1984. The company however reserves the right, while preserving the essential characteristics of the models described to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings, any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.